GROUND VEHICLE SAFETY OPTIMIZATION CONSIDERING BLASTWORTHINESS AND THE RISKS OF HIGH WEIGHT AND FUEL CONSUMPTION

Modeling and Optimization Results

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SYSTEMS ENGINEERING AND INTEGRATION

- Motivation
- Research Objective
- Modeling Approach
  - Blast event simulation
  - Fuel consumption data
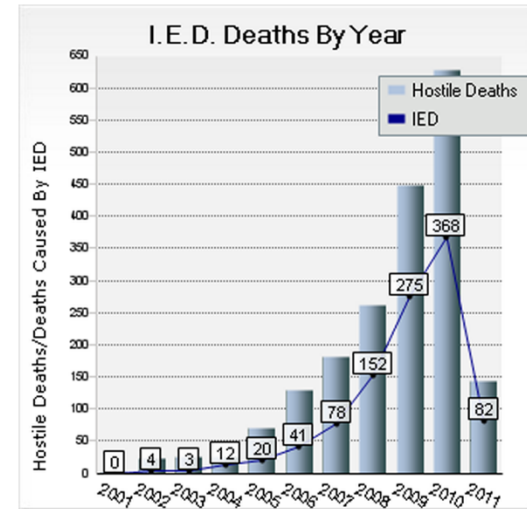- Optimization Results
- Discussion
- Conclusions
- Ongoing Work

http://www.armscontrolcenter.org/policy/securityspending/articles/mrap_cougar.jpg

- Blast-induced casualties and fatalities have increased at an alarming rate in recent years

- Fuel convoys have become a major target for insurgency efforts

  - Approximately 1,000 Americans have been killed in on fuel-related missions in Iraq and Afghanistan in the last ten years.

  - An average of one casualty occurs for every twenty-four fuel convoys in Afghanistan

I.E.D. Deaths By Year

Anderson (2011). "Save Energy, Save Our Troops," The New York Times, January 12.
http://www.consumerenergyreport.com/2010/10/30/the-u-s-navy-and-biofuels-%E2%80%93-part-iii/, accessed January 24, 2011.
iCasualties (2011). "IED Fatalities." http://icasualties.org/oef, accessed May 16, 2011.

- Increasing vehicle weight has mixed effects on different design objectives
  - Underbody blast protection ↑
  - Fuel efficiency ↓
  - Mobility ↓
  - Acceleration performance ↓
- MRAP is 4-6 times the weight of the HMMWV
  - MRAP consumes twice as much fuel as HMMWV
  - MRAP's fuel tank is three times the size of the HMMWV

High Mobility Multipurpose Wheeled Vehicle (HMMWV)

2,700 kg

Mine Resistant Ambush Protected Vehicle (MRAP)

14,000 kg

http://www.amgeneral.com/vehicles/hmmwv/a2-series/details/m1097a2-base
http://www.globalsecurity.org/military/systems/ground/caiman-specs.htm

Optimization of ground vehicle design to minimize casualties from blast events and from fuel convoy exposure
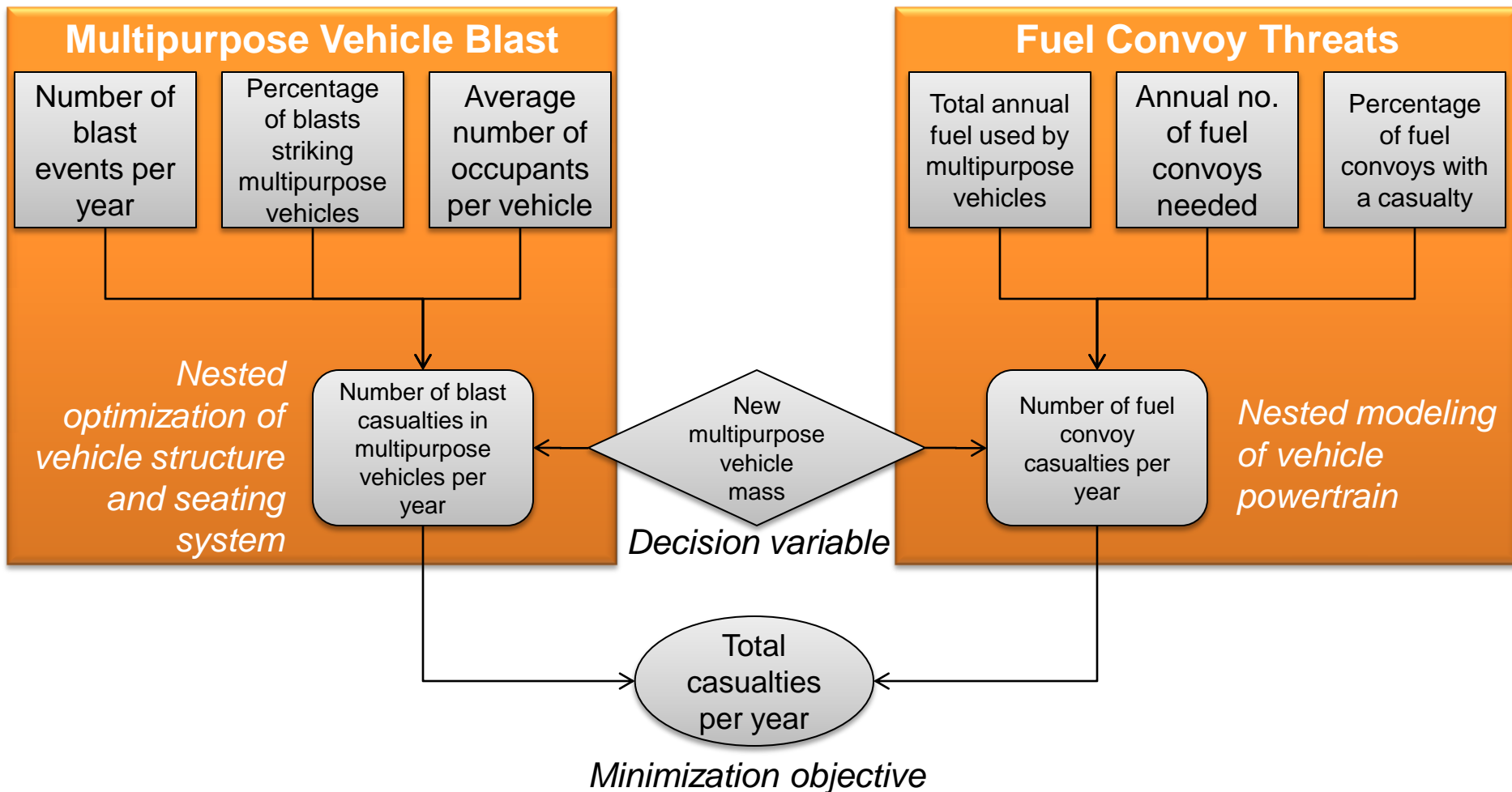

Nested seating system design for blastworthiness modeling and optimization

Nested fuel consumption modeling (with implicit powertrain optimization)
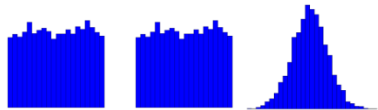
Modeling Approach

Multipurpose Vehicle Blast

- Number of blast events per year
- Percentage of blasts striking multipurpose vehicles
- Average number of occupants per vehicle

Nested optimization of vehicle structure and seating system

Number of blast casualties in multipurpose vehicles per year

New multipurpose vehicle mass

Decision variable

Fuel Convoy Threats

- Total annual fuel used by multipurpose vehicles
- Annual no. of fuel convoys needed
- Percentage of fuel convoys with a casualty

Number of fuel convoy casualties per year

Nested modeling of vehicle powertrain

Total casualties per year

Minimization objective

Inputs:
Vehicle Mass
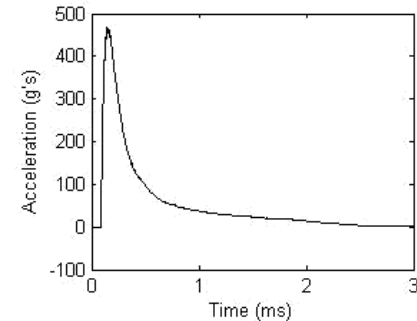Charge Location
Charge Mass

Uncertainty in charge parameters
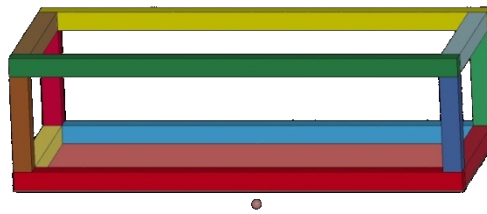
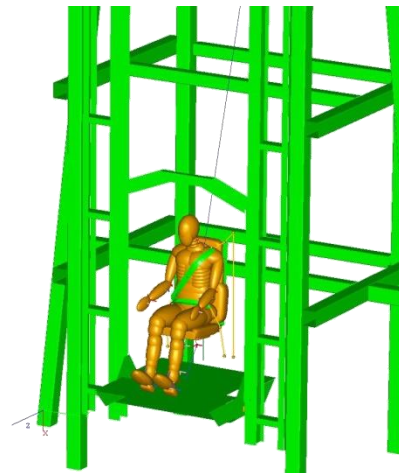Underbody Blast Simulation

Blast Pulse of Vehicle

Inputs:
Blast Pulse (magnitude & duration)
Seat Cushion Stiffness
Seat Energy-Absorbing (EA)
  System Stiffness
Floor Cushion Stiffness

Outputs:
Upper Neck Axial Force
Lower Lumbar Axial Force
Lower Tibia Axial Force

Drop Tower Simulation

Vehicle Blast Model

Inputs:
Vehicle Mass (m_v)
Charge Location (x_c, y_c)
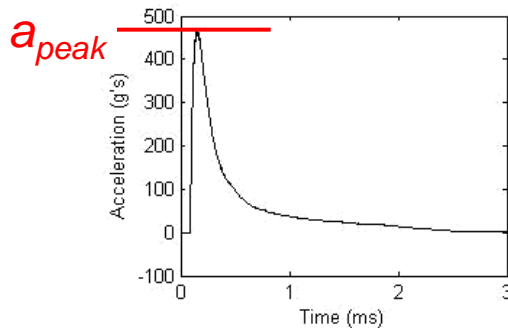Charge Mass (m_c)

Underbody Blast Simulation

Blast Pulse of Vehicle

a_{peak}

Output:
Blast pulse (a_{peak})

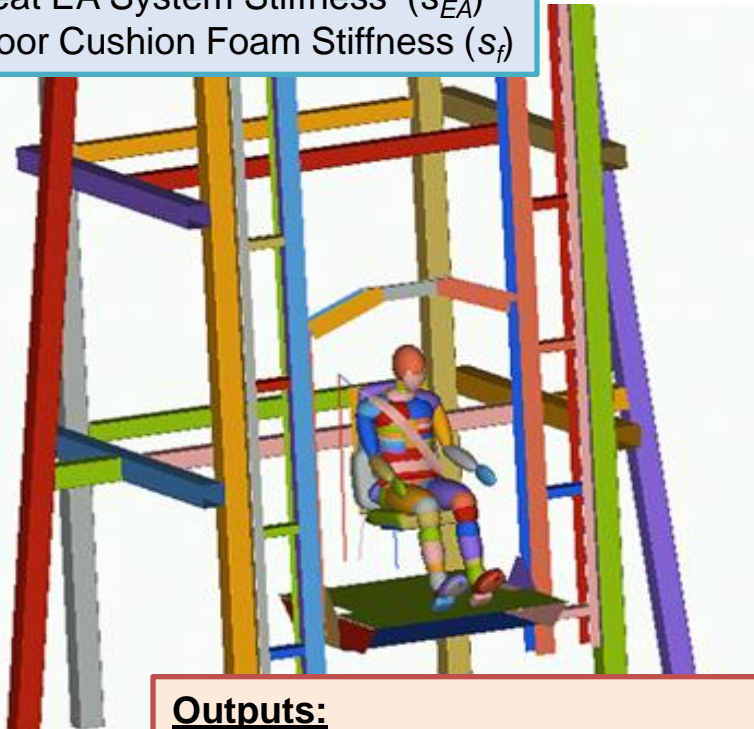Scherer, R. (2010) "Vehicle and Crash Dummy Response to an Underbelly Blast Event"

Inputs:
Blast Pulse (a_{peak})
Seat Cushion Foam Stiffness (s_c)
Seat EA System Stiffness (s_{EA})
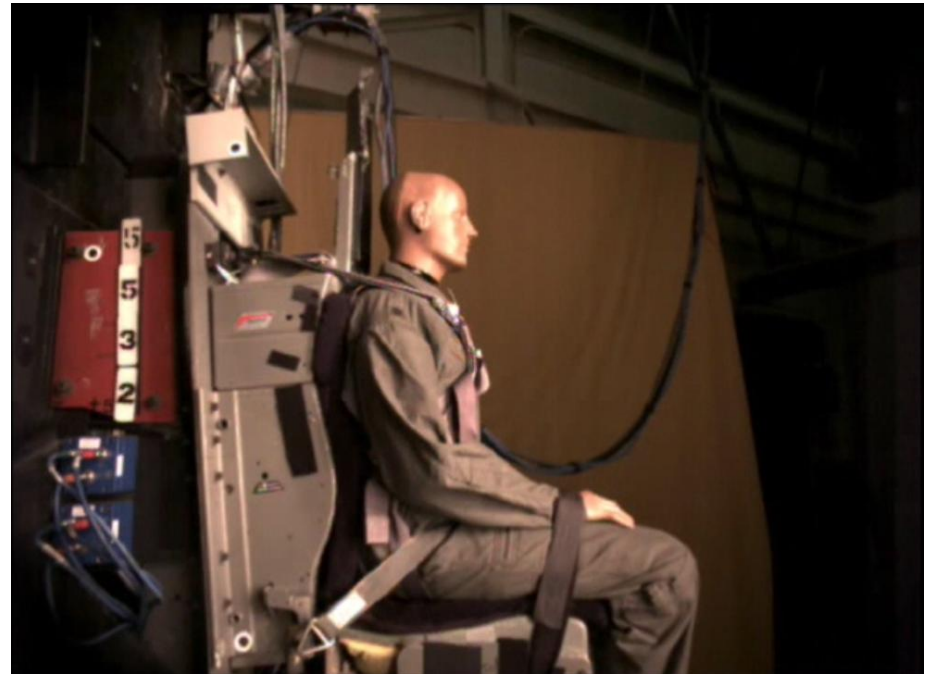Floor Cushion Foam Stiffness (s_f)

Air Force Research Lab (AFRL) Vertical Drop Tower Test

Outputs:
Upper Neck Axial Force (F_{neck})
Lower Lumbar Axial Force (F_{lumbar})
Lower Tibia Axial Force (F_{tibia})

- Simulations are too time-consuming to directly optimize

- Surrogate models constructed
    - Design of Experiments conducted using Latin-Hypercube sampling
        - 100 design points for vehicle blast response model (~ 20 minutes/simulation)
        - 300 design points for drop tower model (~ 8 minutes/simulation)
    - Polynomial response surfaces fit using regression
    - Function evaluations reduced from > 20 minutes to fractions of a second!

- Uncertainty in charge parameters applied to surrogate
    - Monte Carlo simulation of blast surrogate with assumed input distributions gives distribution of peak acceleration outputs
    - 10,000 design points fit with power regression

100-point Latin hypercube vehicle simulations
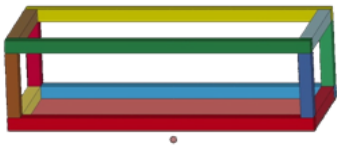
$$a_{peak} = 52.1 + 575,000\frac{1}{m_v} - 30.9x_c - 220y_c - 2.53m_c + 373,000\frac{x_c}{m_v}$$
$$+ 1,630,000\frac{y_c}{m_v} + 518,000\frac{m_c}{m_v} + 34.9y_cm_c - 129y_c^2$$

Accounting for distributed charge random variables with 10,000-point Monte Carlo:

$$\mu_{a_{peak}} = 4 \times 10^6 m_v^{-1.023}$$
$$\sigma_{a_{peak}} = 2 \times 10^6 m_v^{-1.035}$$

300-point Latin hypercube drop tower simulations

$$F_{neck} = e^{(3.84+0.12s_{EA}+0.88s_c+0.002a_{peak}+0.058s_{EA}s_c+0.000084s_{EA}a_{peak}}$$
$$-0.000063s_ca_{peak}-0.058s_{EA}^2-0.14s_c^2-0.00000054a_{peak}^2)$$

$$F_{lumbar} = e^{(5.66+0.12s_{EA}+0.81s_c+0.002a_{peak}+0.062s_{EA}s_c+0.000087s_{EA}a_{peak}}$$
$$-0.000068s_ca_{peak}-0.059s_{EA}^2-0.13s_c^2-0.00000056a_{peak}^2)$$

$$F_{tibia} = 332 - 245s_c - 80.2s_f + 1.30a_{peak} + 35.8s_cs_f$$
$$+ 14.0s_f^2 + 0.0012a_{peak}^2$$

<u>Objective</u>: Minimize the probability of an AIS2+ injury, using postulated injury probability curves

$$\underset{s_{EA},\,s_c,\,s_f}{\text{minimize}} \quad \int_0^\infty P_{injury} \cdot \phi(a_{peak}) \cdot da_{peak}$$

$$\text{where} \quad P_{injury} = 1 - (1 - P_{neck})(1 - P_{lumbar})(1 - P_{tibia})$$

$$P_{neck} = 1 - e^{-(F_{neck}/5.82)^6}$$

$$P_{lumbar} = 1 - e^{-(F_{lumbar}/7.57)^{18.5}}$$

$$P_{tibia} = 1 - e^{-((1.57 + 0.42 F_{tibia})/5.13)^{7.43}}$$

$$\phi(a_{peak}) = \frac{1}{\sqrt{2\pi\sigma_{a_{peak}}^2}} \cdot e^{\frac{-(a_{peak} - \mu_{a_{peak}})^2}{2\sigma_{a_{peak}}^2}}$$

$$\text{subject to} \quad lb \le s_{EA},\, s_c,\, s_f \le ub$$
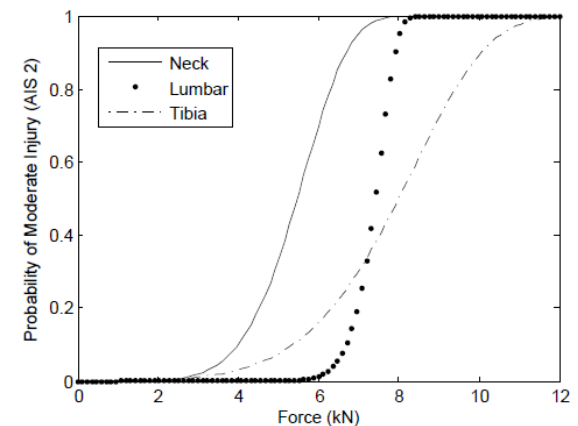
- Optimization results for a range of vehicle mass values

- Blastworthiness and mass are inversely related

- Increasing vehicle mass has diminishing returns on increased blast protection

  – Increase from 2,500 kg to 3,500 kg reduces injury probability by 87%

  – Increase from 10,000 kg to 11,000 kg only reduces injury probability by 15%
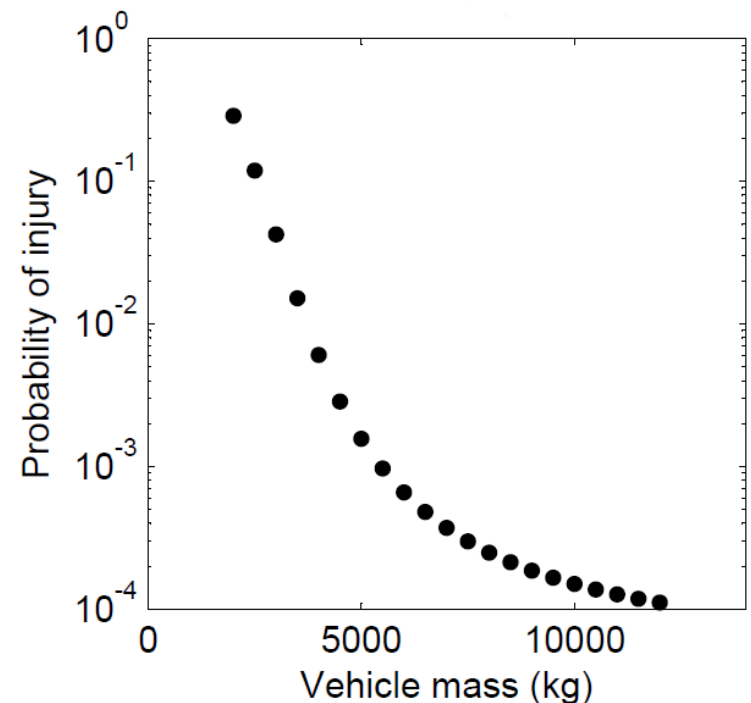
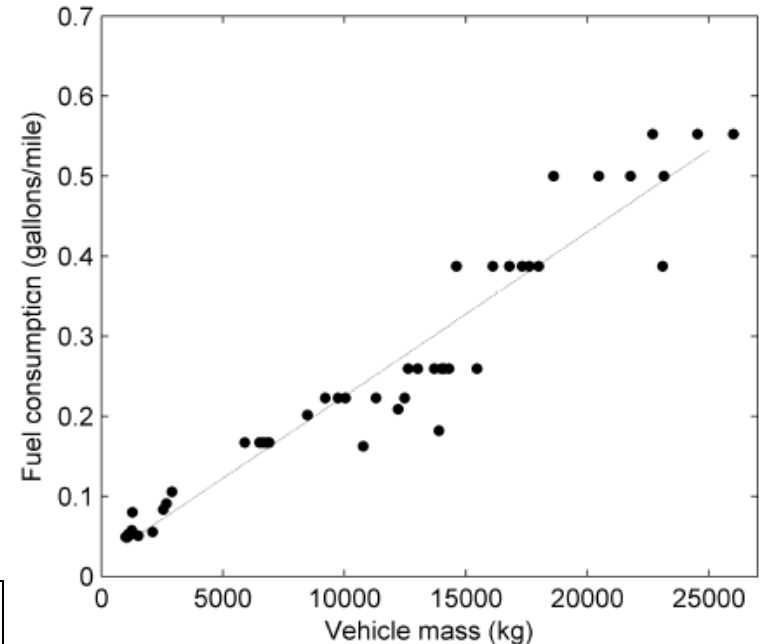$$P_{injury} = 2.178 \times 10^{14} m_v^{-4.506}$$

SYSTEMS ENGINEERING AND INTEGRATION

From empirical data on U.S. Army ground vehicles, fuel consumption as a function of mass is estimated

$$FC = 2.0528 \times 10^{-5} m_v + 1.9705 \times 10^{-2}$$

S.C. Connors and C.F. Foss, Jane's Military Vehicles and Logistics 2009-2010, Jane's Information Group Limited, Surrey, 2009.
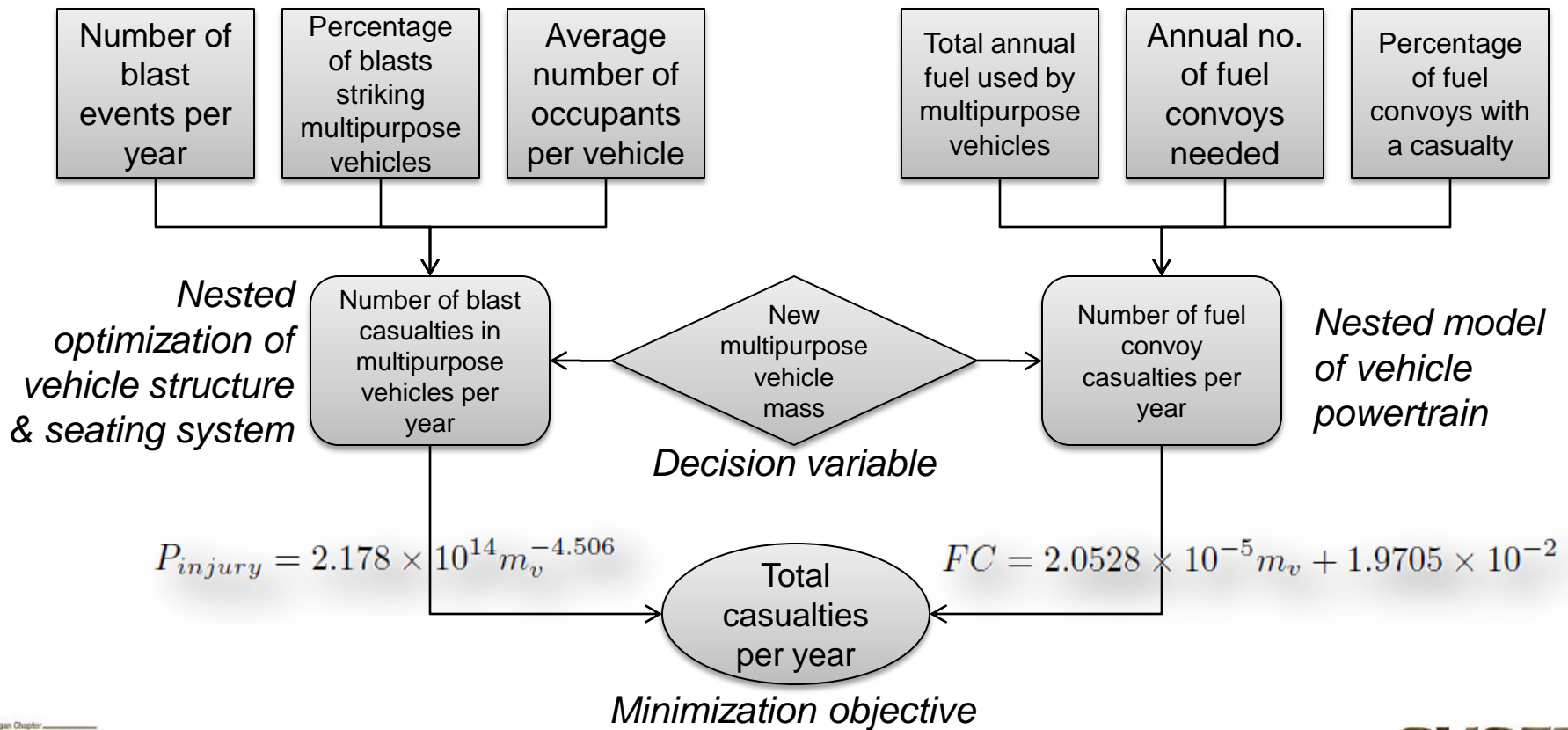
$$\underset{m_v}{\text{minimize}} \quad E[casualties] = E[blast\ casualties] + E[fuel\ convoy\ casualties]$$

$$\text{where} \quad E[blast\ casualties] = P_{injury}(m_v) \cdot N_{blasts} \cdot N_{personnel\ per\ vehicle}$$

$$E[fuel\ convoy\ casualties] = R_{fuel\ convoy\ casualty} \cdot N_{fuel\ convoys}(m_v)$$

| Number of blast events per year | Percentage of blasts striking multipurpose vehicles | Average number of occupants per vehicle | | Total annual fuel used by multipurpose vehicles | Annual no. of fuel convoys needed | Percentage of fuel convoys with a casualty |

Nested optimization of vehicle structure & seating system

Number of blast casualties in multipurpose vehicles per year

New multipurpose vehicle mass

Number of fuel convoy casualties per year

Nested model of vehicle powertrain

Decision variable

$$P_{injury} = 2.178 \times 10^{14} m_v^{-4.506}$$

$$FC = 2.0528 \times 10^{-5} m_v + 1.9705 \times 10^{-2}$$

Total casualties per year

Minimization objective

Parameters*:

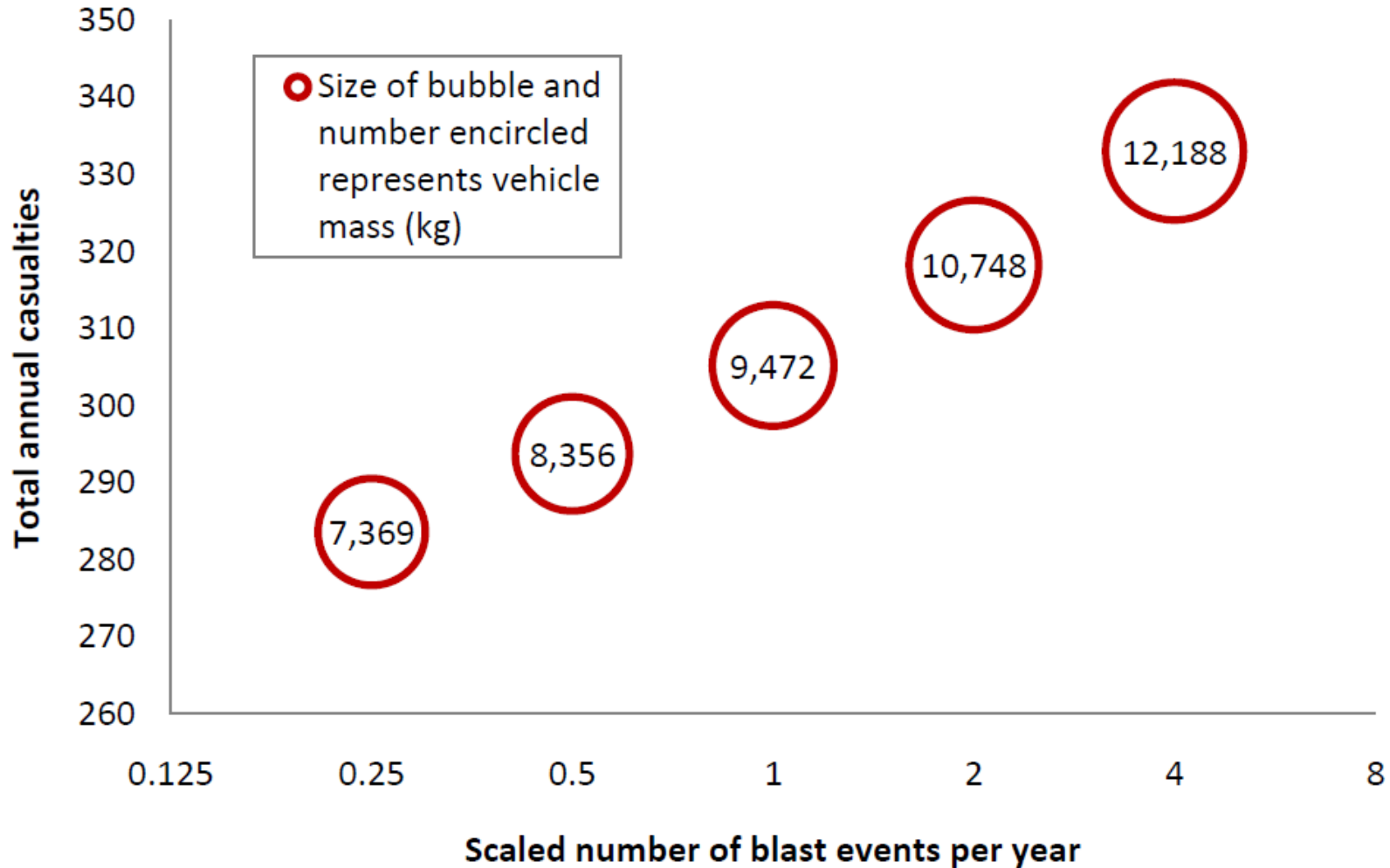| Number of blast events per year	%age of blasts against multipurpose vehicle	Average number of occupants per vehicle	Baseline multipurpose vehicle mass (kg)	Baseline total fuel consumption (gallons)	%age of fuel consumed by multipurpose vehicle	Baseline number of fuel convoys per year	%age of fuel convoys with a casualty
16,800	0.50	4	5,000	620,000,000	0.20	6,000	0.042

Results:

	Multipurpose vehicle mass (kg)	Total number of annual casualties	Multipurpose vehicle blast casualties	Total fuel convoy-related casualties
Pre-optimization	5,000	565	315	250
Post-optimization	9,472	305	18	288

Optimization increases vehicle mass by 89% and decreases expected casualties by 46%

*All parameter values are assumptions based on publicly available data

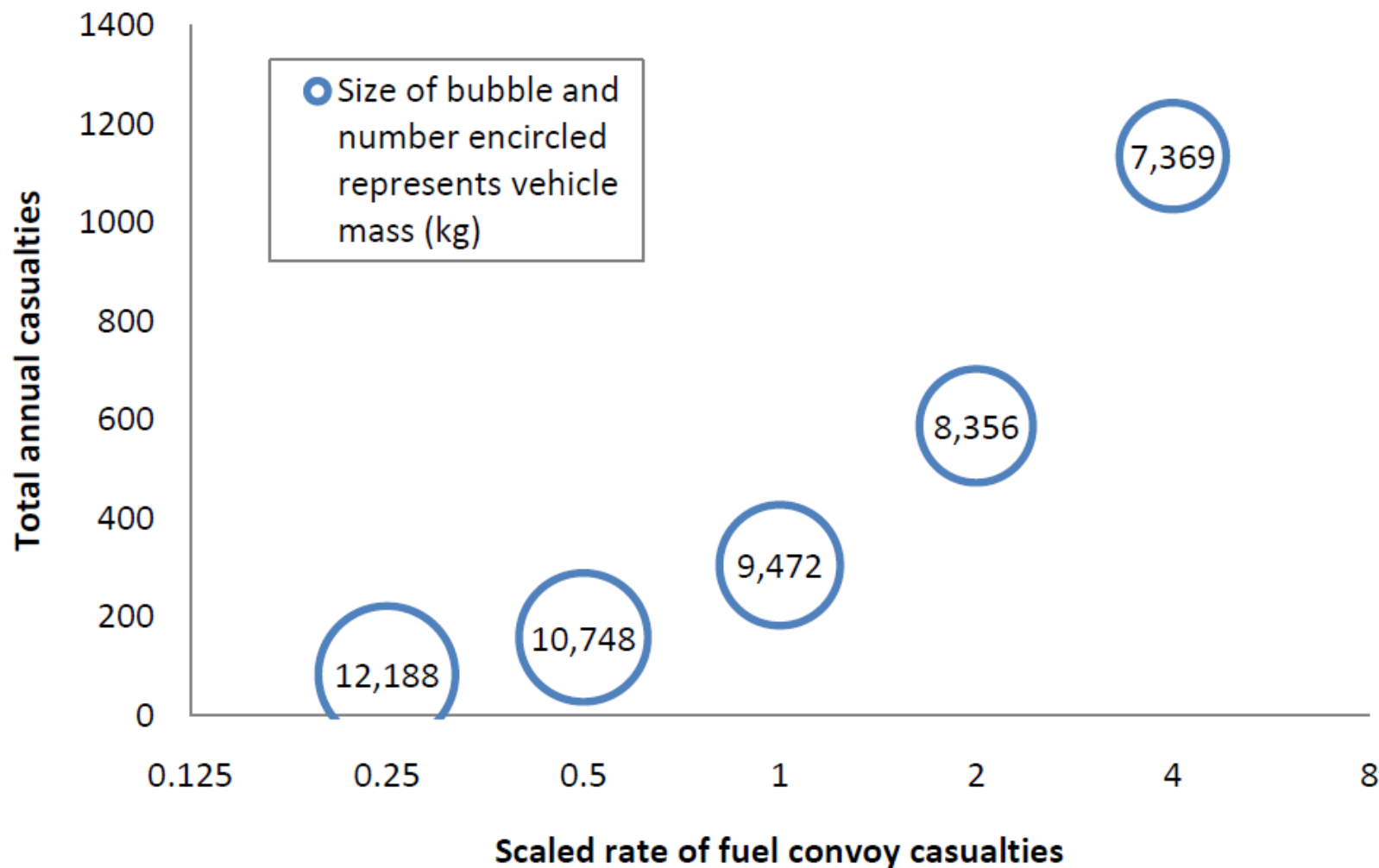Bubble chart plotting Total annual casualties (y-axis, 0 to 1400) versus Scaled rate of fuel convoy casualties (x-axis, logarithmic: 0.125, 0.25, 0.5, 1, 2, 4, 8). Legend: "Size of bubble and number encircled represents vehicle mass (kg)". Data bubbles: 12,188; 10,748; 9,472; 8,356; 7,369.

- Assessing the impact of interventions
  - Reductions to the blast threat
    - Reduce number of blast events
    - Reduce effectiveness of blasts
  - Reductions to fuel convoy threats
    - Reduce frequency of convoy attacks
    - Reduce number of convoys

- Fleet mixing
  - Enemy tactics often change quicker than vehicle design, rendering complete re-design impractical
  - Existing vehicles may be mixed strategically to meet the optimal vehicle mass target

- As expected, parametric increases of either threat increases predicted casualties

  – Increasing blast threat drives mass up

  – Increasing fuel convoy threat drives mass down

- Depending on parameters, optimal vehicle mass is predicted to lie between 7,000 and 12,000 kilograms

- Practical implications of framework:

  – Assessing and analyzing interventions to reduce threats to troops

  – Strategic decisions for dynamic fleet-mixing

1. Development of a more sophisticated vehicle model to account for:
   - Energy-absorbing deformation
   - V-hull/chimney architectures
   - Wheel geometry
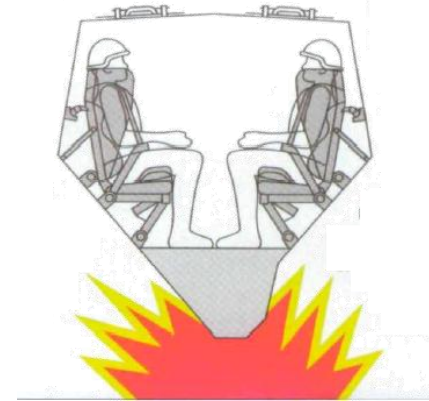
2. Incorporation of physics-based powertrain simulation
   - Design variables that impact fuel consumption using realistic drive cycles for multipurpose vehicles
   - Nested optimization in fuel convoy equation

SYSTEMS ENGINEERING AND INTEGRATION

2. **Examining the significance of occupant factors on blast safety**
   - Occupant size
   - Occupant sitting position
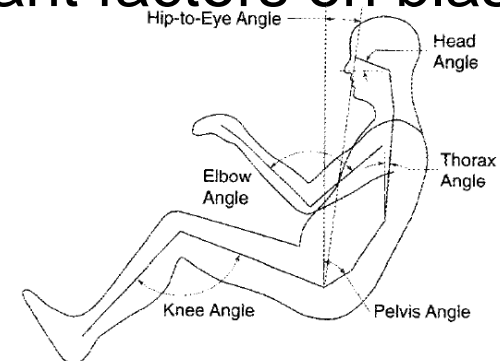
3. **Including other related design objectives**
   - Ballistic & missile protection
   - Rollover resistance & protection
   - Occupant comfort

Reed, M. et al. (2000), "Effects of Vehicle Interior Geometry and Anthropometric Variables on Automobile Driving Posture," *Human Factors*, 42(4), pp.541-552.
http://www.usaasc.info/alt_online/images/080901_Photo2.jpg, accessed April 29, 2010.

- Automotive Research Center, a U.S. Army Center of Excellence in Modeling and Simulation of Ground Vehicles led by the University of Michigan

- Air Force Research Laboratory

- Dr. Matthew Reed, University of Michigan

- Dr. Nickolas Vlahopoulos, University of Michigan

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